

# MICHIGAN Aviation

Published Quarterly for Users of Michigan's Air Transportation System 



2003 Vol. 36 No. 2

• • • • •

**OWNER / OPERATOR PREVENTIVE MAINTENANCE  
AVIATION FUEL SEMINAR  
NEW AIRCRAFT REGISTRATION STICKER**

Two Ford Trimotor aircraft at the June 9th celebration  
of the Ford Motor Company's 100th anniversary.  
See Page 7. Photo courtesy of Ford Motor Co.



# COMMISSION ACTION

*The Michigan Aeronautics Commission met in Lansing on March 27 and May 21, 2003.*

*Among action items at each meeting was the approval of funding for various airport improvements across the state.*

*Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone.*

*Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds.*

*The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.*

*Following are the approved projects:*

## March 27, 2003 Meeting

### ADRIAN

#### Lenawee County Airport

\$1,704,000 for relocation of Sand Creek Highway and Carleton Road. \$1,533,600 federal, \$85,200 state, and \$85,200 local.

### ALPENA

#### Alpena County Regional Airport

\$1,214,000 to rehabilitate electrical equipment, install security fencing, improve various lighting systems, update the Runway 7/25 Runway Safety Areas, acquire snow removal equipment, and improve a snow removal equipment building. \$1,092,600 federal, \$60,700 state, and \$60,700 local.

### BAD AXE

#### Huron County Memorial Airport

\$30,000 for design work to rehabilitate Runway 3/21. \$27,000 federal, \$1,500 state, and \$1,500 local.

### CHARLEVOIX

#### Charlevoix Municipal Airport

\$53,000 for design work for a new parking lot. \$47,700 state and \$5,300 local.

### CLARE

#### Clare Municipal Airport

\$60,000 for land acquisition and tree clearing. \$54,000 federal and \$6,000 local.

### COLDWATER

#### Branch County Memorial Airport

\$17,200 for design work for apron rehabilitation. \$15,480 federal, \$860 state, and \$860 local.

### DETROIT

#### Willow Run Airport

\$1,000,000 entirely in state funds for various infrastructure and safety improvements.

### ESCANABA

#### Delta County Airport

\$2,010,000 for terminal building expansion and land acquisition. \$1,685,700 federal, \$99,000 state, and \$225,300 local.

### EVART

#### Evart Municipal Airport

\$27,000 for design of a partial parallel taxiway. \$24,300 federal, \$1,350 state, and \$1,350 local.

### FLINT

#### Bishop International Airport

\$1,900,000 for construction of a west perimeter road. \$1,710,000 federal, \$95,000 state, and \$95,000 local.

### GRAND HAVEN

#### Grand Haven Memorial Airpark

\$20,500 for design work to rehabilitate the parallel taxiway. \$18,450 federal, \$1,025 state, and \$1,025 local.

### GRAYLING

#### Grayling Army Airfield

\$500,000 to rehabilitate runway lighting, update the Airport Layout Plan, and to install Precision Approach Path Indicators and Runway End Identifier Lights. \$450,000 federal, \$25,000 state, and \$25,000 local.

### HANCOCK

#### Houghton County Memorial Airport

\$369,000 to acquire snow removal equipment, design work for rehabilitation of runway lighting, improvements to Runway 7/25 Runway Safety Area, and design of storm sewer system. \$332,100 federal, \$18,450 state, and \$18,450 local.

### HASTINGS

#### Hastings City/Barry County Airport

\$90,000 to acquire snow removal equipment. \$81,000 federal, \$4,500 state, and \$4,500 local.

### IONIA

#### Ionia County Airport

\$41,550 for design of a perimeter road and an Airport Layout Plan update. \$37,395 federal, \$2,077 state, and \$3,078 local.

### IRONWOOD

#### Gogebic Iron County Airport

\$136,000 for an environmental assessment and preliminary engineering work for a future cross wind runway. \$122,400 federal, \$6,800 state, and \$6,800 local.

### KALAMAZOO

#### Kalamazoo/Battle Creek

#### International Airport

\$1,360,000 for a jet bridge, security system, snow removal equipment, and an Airport Layout Plan update. \$1,224,000 federal, \$68,000 state, and \$68,000 local.

### LANSING

#### Capital City Airport

\$4,386,000 for a security access system, construction of a perimeter road, and a master plan update. \$3,947,400 federal, \$219,300 state, and \$219,300 local.

### LINDEN

#### Price's Airport

\$50,000 for a runway extension. \$45,000 federal, \$2,500 state, and \$2,500 local.

### MACKINAC ISLAND

#### Mackinac Island Airport

\$150,000 for runway lighting improvements and for pavement marking. \$135,000 federal and \$15,000 state.

### MASON

#### Mason Jewett Field

\$396,000 for land acquisition. \$356,400 federal and \$39,600 local funds.

### MENOMINEE

#### Menominee Marinette Twin County Airport

\$166,667 for construction of a security gate and for rehabilitation of the south general aviation apron and terminal apron. \$150,000 federal, \$5,836 state, and \$10,831 local.

### MIO

#### Oscoda County Airport

\$35,000 for land acquisition. \$31,500 state and \$3,500 local.

### MUSKEGON

#### Muskegon County Airport

\$992,000 for land acquisition, rehabilitation of security fencing, airport beacon, and signs, and for parking lot construction. \$892,800 federal, \$11,970 state, and \$87,230 local.

### NEW HUDSON

#### Oakland/Southwest Airport

\$161,877 for land acquisition. \$145,689 federal and \$16,188 local.

### ONTONAGON

#### Ontonagon County Airport

\$166,667 for and Airport Layout Plan update, snow removal equipment building, relocation of the non directional beacon, crack sealing, and runway rehabilitation. \$150,000 federal, \$8,333 state, and \$8,334 local.

## **OSCODA**

### **Oscoda-Wurtsmith Airport**

\$166,667 for rehabilitation of the general aviation hangar apron. \$150,000 federal, \$8,333 state, and \$8,334 local.

## **OWOSSO**

### **Owosso Community Airport**

\$100,000 for runway end identifier lights. \$90,000 federal, \$5,000 state, and \$5,000 local.

## **POINT AUX PINS**

### **Bois Blanc Island Airport**

\$65,000 for an environmental assessment for a project to pave the runway. \$58,000 state and \$6,500 local.

## **ROMEO**

### **Romeo State Airport**

\$1,050,000 to reconstruct Runway 18/36. \$945,000 federal, \$52,500 state, and \$52,500 local.

## **SAGINAW**

### **Saginaw County H.W. Browne Airport**

\$182,667 for apron rehabilitation. \$150,000 federal, \$8,333 state, and \$24,334 local funds.

## **MBS International Airport**

\$1,223,000 for two snow blowers, land acquisition, and a sand storage building. \$1,100,700 federal, \$51,700 state, and \$70,600 local.

## **SAULT STE. MARIE**

### **Chippewa County International Airport**

\$1,111,000 for snow removal equipment. \$999,900 federal, \$55,550 state, and \$55,550 local.

## **SOUTH HAVEN**

### **South Haven Area Regional Airport**

\$112,167 for land acquisition. \$100,950 federal and \$11,217 local.

## **SPARTA**

### **Paul C. Miller - Sparta Airport**

\$166,667 for land acquisition and planning and design work for a new runway 7/25. \$150,000 federal, \$8,333 state, and \$8,334 local.

## **STURGIS**

### **Kirsch Municipal Airport**

\$43,200 for an Airport Layout Plan update. \$38,880 federal, \$2,160 state, and \$2,160 local.

## **TRAVERSE CITY**

### **Cherry Capital Airport**

\$2,040,000 for a parking lot. \$2,000,000 state and \$40,000 local.

### **Cherry Capital Airport**

\$10,900,000 for a new apron, connecting taxiways, taxiway, Runway 10/28 runway safety area improvements, boundary survey, and perimeter road. \$9,810,000 federal and \$1,090,000 local.

## **TROY**

### **Oakland/Troy Airport**

\$101,667 for a new wind cone, segmented circle, and to rehabilitate Service Drive. \$91,500 federal, \$5,803 state, and \$5,083 local.

## **WEST BRANCH**

### **West Branch Community Airport**

\$20,819 for Non Directional Beacon improvements, tie-down replacements, and pavement marking and sealing. \$17,069 federal and \$3,750 state.

## **MICHIGAN DEPARTMENT OF TRANSPORTATION**

### **Statewide**

\$542,450 for pavement marking and sealing, airport rescue and firefighting training, and for windsocks, runway edge cones, and terminal building locks.

---

## **May 21, 2003 Meeting**

---

## **CASEVILLE**

### **Bay Community Airport**

\$60,000 for an Airport Layout Plan for a new airport. \$54,000 federal, \$3,000 state, and \$3,000 local.

## **CLARE**

### **Clare Municipal Airport**

\$25,000 for an Airport Layout Plan update. \$22,500 federal, \$1,250 state, and \$1,250 local.

## **DETROIT**

### **Detroit City Airport**

\$792,000 for a risk/cost analysis to relocate Runway 15/33 and for taxiway rehabilitation. \$712,800 federal, \$39,600 state, and \$39,600 local.

### **Detroit Metro Wayne County Airport**

\$23,066,667 for aprons and midfield terminal construction. \$17,300,000 federal and \$5,766,667 local.

## **EAST TAWAS**

### **Iosco County Airport**

\$42,800 for design work for runway, taxiway, and apron rehabilitation. \$38,520 state and \$4,280 local.

## **FRANKFORT**

### **Dow Memorial Airport**

\$105,000 for an automated weather observation system. \$94,500 federal, \$5,250 state, and \$5,250 local.

## **FREMONT**

### **Fremont Municipal Airport**

\$103,000 for land acquisition. \$92,700 federal and \$10,300 local.

## **Fremont Municipal Airport**

\$1,300,000 for the extension of Runway 18/36, including wetland mitigation. \$1,170,000 federal, \$65,000 state, and \$65,000 local.

## **GRAND RAPIDS**

### **Gerald R. Ford International Airport**

\$4,628,355 for a new security system and payments on an ongoing Letter of Intent. \$4,165,519 federal, \$231,418 state, and \$231,418 local.

## **GROSSE ILE**

### **Grosse Ile Municipal Airport**

\$365,000 to rehabilitate taxiway connectors and to install animal control fencing. \$328,500 federal, \$18,250 state, and \$18,250 local.

## **IONIA**

### **Ionia County Airport**

\$223,783 for construction of a perimeter road. \$201,405 federal, \$11,189 state, and \$11,189 local.

## **LINDEN**

### **Price's Airport**

\$95,000 for design work for runway reconstruction. \$85,500 state and \$9,500 local.

## **NEWBERRY**

### **Luce County Airport**

\$69,500 for purchase of snow removal equipment. \$62,550 federal, \$3,475 state, and \$3,475 local.

## **OWOSSO**

### **Owosso Community Airport**

\$20,000 for an environmental assessment. \$18,000 federal, \$1,000 state, and \$1,000 local.

## **PLYMOUTH**

### **Canton-Plymouth Mettetal Airport**

\$201,667 to rehabilitate taxiways, preparation for hangar construction, new automobile parking, and runway safety area improvements. \$50,000 federal, \$66,667 state, and \$85,000 local.

## **ST. IGNACE**

### **Mackinac County Airport**

\$50,000 to expand and rehabilitate the terminal apron. \$45,000 federal, \$2,500 state, and \$2,500 local.

## **STURGIS**

### **Kirsch Municipal Airport**

\$123,466 for design work for rehabilitation of Runway 18/36 and various lighting improvements. \$111,120 federal, \$6,173 state, and \$6,173 local.

---

## **COMMISSION ACTION**

### **March 27 & May 21, 2003**



# OWNER / OPERERATOR PREVENTIVE MAINTAINANCE

● By Jeremy Hierholzer, Instructor  
and Kevin High, Assistant Professor,  
Western Michigan University, College of Aviation

## Introduction

Some aircraft owners perform preventive maintenance on their aircraft to save money. An important side benefit of performing your own maintenance is the opportunity to learn about your aircraft. If a mechanical problem arises during a flight, a pilot with an intimate knowledge of the aircraft will be more proficient in handling the situation than the pilot that is not familiar with the aircraft.

Many other aircraft owners are hesitant to work on their aircraft for various reasons, including not understanding the regulations applying to preventive maintenance. There are many relatively simple maintenance tasks that can be performed by an aircraft owner that can reduce maintenance costs and provide opportunities to learn about your aircraft. This article will examine FAA regulations that grant an aircraft owner authorization to perform maintenance, types of maintenance that an owner can perform, and returning the aircraft to service.

## Regulations

The Federal Aviation Administration (FAA) allows aircraft owners and operators to perform preventive maintenance to their aircraft. Preventive maintenance is defined in 14 CFR Part 1 and describes preventive maintenance as “simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.” A list of 32 operations that the FAA considers preventive maintenance can be found in 14 CFR Part 43. The list will be discussed in more detail later in the article.

Before discussing the list of preventive maintenance operations, let’s take a more detailed look at who can perform preventive maintenance, applicable aircraft, and what information you need prior to working on your aircraft. The holder of a pilot certificate issued under Part 61 can perform preventive maintenance on aircraft that he or she owns or operates per 14 CFR Part 43.3. This applies only to aircraft operated under Part 91. Pilots cannot perform preventive maintenance on aircraft operated under Parts 121, 127, 129, or 135

Although 43.3 does not specify the type of pilot certificate that is required to perform preventive maintenance, 43.7 does specify at least a private pilot certificate to make the logbook entry. The person making the logbook entry must be the person that performed the maintenance, so this leads to the conclusion that a private pilot certificate is the minimum certification required to perform preventive maintenance.

Part 43.13 requires that preventive maintenance be performed using methods, techniques, and practices acceptable to the Administrator. Part 43.13 also requires that the work performed and material used at least equals the original condition. Information required to properly complete preventive maintenance can be found in the aircraft and engine manufacturers’ maintenance manuals and parts catalogs, and FAA Advisory Circulars. Properly completing the work also requires the use of proper tools, equipment, and test apparatus.

In addition to the manufacturers’ maintenance manuals and parts catalogs there are two essential Advisory Circulars: AC 42-12A Preventive Maintenance and AC 43.13-1B/2A Acceptable Methods Techniques and Practices - Aircraft Inspection and Repair. Having a copy of 14 CFR part 43 and reviewing it prior to working on an aircraft would also be advisable.

After preventive maintenance has been completed, a logbook entry is required to return the aircraft to service in accordance with Part 43.9. The logbook entry must include a description of the work performed, date of completion, type of airman certificate exercised (private pilot, commercial pilot), certificate number and signature. The same person that completed the work must make the logbook entry. (See figure 1 for sample logbook entry)

## Preventive Maintenance Items

Remember, when performing maintenance on aircraft, always use proper tools, equipment, reference materials, FAA certified parts and accepted procedures. For reference on acceptable methods consult AC 43.13-1B/2A Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair and the applicable manufacturers’ publications. If you get in over your head on something, don’t hesitate to ask your local mechanic for help.

Following is a list of items that the FAA considers preventive maintenance tasks. Keep in mind that appearing on the list does not necessarily make it preventive maintenance. Refer back to the definition of preventive maintenance: “simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.” Any procedure that involves removal, disassembly or altering of any primary structure or operating system is NOT considered preventive maintenance.

The following is a summary of aircraft preventive maintenance items (excluding balloon specific items) derived from FAA regulations.

For the complete list and exact wording refer to CFR 14 Part 43 Appendix A.

- 1. Removal, installation, and repair of landing gear tires.**  
Safety first. Always deflate tires completely before removing from aircraft. Review jacking procedures, and never jack an aircraft alone.
- 2. Replacing elastic shock absorber cords on landing gear.**  
Unless you have done this before and have the proper tools, leave this one to the professionals.
- 3. Servicing landing gear shock struts by adding oil, air, or both.**  
Be sure to use the correct hydraulic oil (5606 is most common). Check with manufacturer for adding air or nitrogen.
- 4. Servicing landing gear wheel bearings, such as cleaning and greasing.**  
Thorough cleaning with a mild solvent is required followed by a close inspection. Repacking the bearing with grease is easily accomplished with bearing packing tool.
- 5. Replacing defective safety wiring or cotter keys.**  
Must use FAA approved safety wire. Use the appropriate size. Most propellers require .041. Always safety fasteners in a tightening direction never compromising torque for alignment.
- 6. Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings.**  
This is one of the rules which allows for an engine oil change.
- 7. Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.**  
Don’t touch those control surfaces!
- 8. Replenishing hydraulic fluid in the hydraulic reservoir.**  
Use the same fluid that is in the system with MIL-H-5606 being the most common and readily identified with its red color.
- 9. Refinishing decorative coating excluding balanced control surfaces.**  
Balanced control surfaces are any flight controls including ailerons, elevator, rudder, flaps and all tabs.

Check with the manufacturer for proper finishing techniques and procedures. This could easily turn into a big job.

- 10. Applying preservative or protective material to components where such coating is not prohibited or is not contrary to good practices.**
- 11. Repairing upholstery and decorative furnishings of the cabin or cockpit.**  
Use only FAA certified materials and stick to the aircraft specifications.
- 12. Making small simple repairs to fairings, nonstructural cover plates, cowlings, and small patches and reinforcements not changing the contour so it will interfere with proper air flow.**  
Consult your local repair shop or A&P mechanic on the definition of a simple repair. Use acceptable materials and procedures.
- 13. Replacing side windows.**  
No windshields, only side windows.
- 14. Replacing safety belts.**  
Follow the service manual closely for precise installation. Use only approved seat belts and look for a TSO number on the belt.
- 15. Replacing seats or seat parts with replacement parts approved for the aircraft.**  
Again use only approved parts and procedures. Do not alter the seats or seat parts.
- 16. Troubleshooting and repairing broken circuits in landing light wiring circuits.**  
Use of proper tooling and equipment is critical when splicing wires.
- 17. Replacing bulbs, reflectors, and lenses of position and landing lights.**  
Use approved parts.
- 18. Replacing wheels and skis not requiring weight and balance computation.**
- 19. Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.**
- 20. Replacing or cleaning spark plugs and setting of spark plug gap clearance.**  
When removing the plugs, keep them in order for proper reinstallation. For cleaning, a grit blast of plastic or glass beads is preferred followed with an air blast. Gap checking gauges can be obtained free at most trade shows. For adjusting gap, use the appropriate tooling.

Always test the spark plugs before reinstalling. The machine is expensive. Talk to your local shop about using theirs.

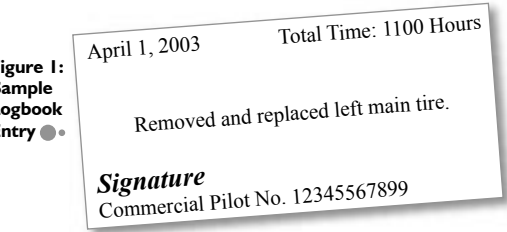
Install spark plugs one up in the firing order and switch top to bottom if changing sides of the engine.

- 21. Replacing any hose connection except hydraulic connections.**
- 22. Replacing prefabricated fuel lines.**  
Use only approved parts.
- 23. Cleaning or replacing fuel and oil strainers or filter elements.**  
This is the other part of the oil change with the provision for removing, cleaning or replacing the oil filter. Watch for AD’s or service bulletins on inspecting oil filters and screens.
- 24. Replacing and servicing batteries.**  
For servicing lead-acid batteries, add distilled water if the level is too low. Clean the installation thoroughly to prevent corrosion. Baking soda is a great neutralizer for the electrolyte in lead-acid batteries.
- 25. Replacement of nonstructural standard fasteners incidental to operations.**  
Consult Advisory Circular 43.13-1B/2A for a list of structural and nonstructural fasteners and their installation methods.
- 26. Installation of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made part of the aircraft type certificate data by the aircraft manufacturer, the aircraft manufacturer has provided FAA-approved instructions for the installation of the specific device, and installation does not involve the disassembly of the existing filler tank opening.**  
Follow instructions carefully.
- 27. Removing, checking and replacing magnetic chip detectors.**  
Follow manufacturer’s instructions and procedures.
- 28. Inspection and maintenance tasks prescribed and specifically identified as preventive maintenance in a primary aircraft Type Certificate or STC holder’s special inspection or preventive maintenance program.**

- 29. Removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that connect the unit when the unit is installed into the instruments The approved unit must be designed to be readily and repeatedly removed and replaced, and pertinent instructions must be provided (check regulations for applicability). Must perform operational check.**
- 30. Updating self-contained front instrument panel-mounted ATC navigational software data bases provided no disassembly of the unit is required and pertinent instructions are provided. Must perform operational check.**

## Summary

There are many benefits to maintaining your own aircraft including lower operating costs and increased knowledge of your aircraft and its systems. When performing preventive maintenance, be sure to use the manufacturers reference materials, appropriate equipment, proper tooling, FAA publications, and FAA approved parts. And, don’t forget to make that logbook entry. Happy wrenching and stay safe!



Jeremy Hierholzer is an Instructor at Western Michigan University’s College of Aviation. He is an FAA certified Airframe and Powerplant Mechanic with an Inspection Authorization.

Kevin High is an Assistant Professor at Western Michigan University’s College of Aviation. He is an FAA certified Airframe and Powerplant Mechanic and is a Designated Mechanic Examiner.

Western Michigan University’s College of Aviation offers Bachelor of Science degrees in Aviation Maintenance Technology, Aviation Science and Administration, and Aviation Flight Science.





# DIRECTOR'S DESK



● Rob Abent, Director  
Michigan Aeronautics Commission

The Michigan Department of Transportation has built a legacy of national leadership, innovation, and creativity. In order to continue this legacy and secure Michigan's future transportation needs, MDOT director, Gloria Jeff, has promised the department will focus on three fundamental goals. First, we will strive to obtain additional federal money by working to insure reauthorization of federal funding; second, we will concentrate the investment of our resources to preserve our transportation assets; finally, we will partner with other members of the industry to provide a multimodal, safe, and efficient transportation system. In this article I will focus on the first of these goals – funding reauthorization.

## REAUTHORIZATION

Federal financial aid programs to airports were first established in 1946. The current Airport Improvement Program (AIP) began in 1982. Federal money for airport improvements comes from the Aviation Trust Fund, which is supported entirely by various taxes on aviation users. In order for money from the trust fund to be available for airport improvements, congress must periodically "authorize" the expenditure. Without federal money, most airport improvements would cease, since the FAA funds 90 percent of most improvement projects.

Aviation is essential to Michigan's overall transportation system. The local community airport is the "on ramp" to our nation's air transportation infrastructure. If asphalt and concrete are the backbone of airport construction, money is the lifeblood. Suffice it to say that reauthorization of transportation funding is of paramount importance to MDOT. We are working diligently with our congressional delegation to insure an uninterrupted flow of funds.

A federal aviation funding bill was last passed in 2001. Known as "AIR-21," this legislation was hailed for its relatively long-term commitment to airport capital improvement. In fiscal year 2003, it provides \$3.4 billion for airport improvements nationwide. However, since AIR-21 is due to expire in September 2003, future dollars for airport improvements depend on reauthorization of the legislation.

In mid-June, the U.S. House of Representatives passed the latest successor to AIR-21. H.R. 2115 is known as the "Century of Aviation Reauthorization Act" or "Flight 100." A Senate version of the legislation, S. 824, is called the "Aviation Investment and Revitalization Act." It too was passed in June. While there are some differences in the bills, the essential provisions of each are similar and are currently being reconciled in a conference committee.

Aviation reauthorization addresses two primary areas of interest to users of Michigan's aviation system: airport improvements and air service funding for smaller communities. In addition, the legislation contains many other provisions not directly related to funding. The following paragraphs provide a brief overview.

## AIRPORT IMPROVEMENT PROGRAM

The most important part of this, and any, reauthorization legislation is the continued funding of airport improvement projects. This money is used for airport projects including new runways, terminal buildings, approach aids, and security systems to name just a few. Each year Michigan airports receive approximately \$130 million in federal funds for these improvements. Following are a few specifics of the pending reauthorization legislation:

- Ensures that all taxes and revenues coming into the Aviation Trust Fund are fully spent and that capital programs are fully funded.
- Provides \$3.4 billion nationwide for airport improvements in the first year, increasing by \$200 million for each of the next 3 years.
- Increases the entitlement for cargo airports from 3 percent to 3.5 percent.

## AIR SERVICE

Money for the U.S. Department of Transportation's Essential Air Service (EAS) and Small Community Air Service Development (SCASD) programs are also dependent on funding reauthorization. Michigan airports currently receive \$1.4 million annually in EAS funds, which is a subsidy paid to commuter airlines where there are not enough passengers to operate profitably.

One version of the reauthorization would see these dollars paid to the community, rather than to the airline. A few additional air service-related items contained in the bill are listed below:

- Requires airlines to notify passengers where the aircraft was built.
- Directs the FAA to undertake a study of cabin air quality.
- Improves services for accident victims and families.

## OTHER PROVISIONS

Like most appropriation legislation, Flight 100 contains other provisions not directly related to funding. These include:

- The right to appeal for pilots whose certificates have been revoked for security reasons.
- A "Meigs Field legacy item," establishes a \$10,000 per day fine if airports are closed without 30 days' notice.
- A recommendation that Reagan National Airport in Washington be reopened to general aviation traffic.
- Creation of a special office to develop the next generation air traffic control system.
- Directing the FAA to improve the training curriculum for maintenance technicians.
- And, in perhaps the most controversial provision, it prohibits the FAA from privatizing the air traffic system. However, the Bush administration as promised a veto if this provision is included.

## SUMMARY

Insuring timely reauthorization of aviation funding is among the very highest priorities for our staff. We, like other state aeronautics agencies, are mindful of the importance of obtaining our fair share of money for airport improvements and air service. We also have a keen interest in the other provisions attached to any funding legislation. As the fiscal year draws to a close on September 30, 2003, we will be anxiously, but optimistically, watching the progress of this important legislation.





# AVIATION IN-FORMATION

Michigan's controversial "background check" law has become a thing of the past. House Bill 4704, which repeals the requirement for flight schools to obtain fingerprints and background checks from prospective students, was passed unanimously by both the senate and house in mid-July. The legislation eliminates a law requiring flight schools not to enroll, or to terminate the enrollment of an applicant if, within the preceding seven years, the applicant was convicted of, incarcerated for, or on probation or parole for a violent or other felony conviction.

In lieu of background checks, the new law requires flight schools to implement a security program, acceptable to the Michigan Aeronautics Commission, designed to limit aircraft accessibility and ensure the security of aircraft on the ground that are used by the flight school. The program must include at least one of the following:

- Procedures for positive identification of a student pilot or renter pilot as a precondition to allowing access to aircraft.
- Procedures for control of aircraft ignition keys that would prevent operation of an aircraft by a student pilot that was not in the presence of or under the authorization of a flight instructor or other authorized individual.
- Instructional procedures that ensured close student pilot supervision.

**Additionally, the security program would have to include all of the following:**

- A requirement that a student present a Federal Aviation Administration student medical certificate and student pilot certificate as a predicate to enrollment in the flight school. The bill specifies that enrollment would be considered a flight instructor endorsement to operate an aircraft while the student was the sole occupant of the aircraft.
- Instructional materials that identified and offered examples of types of suspicious activity at or near an airport and that told students and renter pilots how to report such activity to local law enforcement officials and appropriate Federal authorities.
- The prominent display of signs requesting pilots to report suspicious activity at or near an airport. The signs would have to provide telephone numbers of local law enforcement officials and appropriate Federal authorities.

On June 9, in celebration of Ford Motor Company's 100th anniversary, five vintage aircraft, including two revolutionary Ford Tri-Motors, flew into the Dearborn Proving Ground for the "Taking Flight: Ford's History in Aviation" display. It was the first time in 56 years that the Ford Motor Company test track has been used as an airport. Ford Airport opened in 1925 as the first modern airport in the world. The event was dubbed "Taking Flight: Ford's History in Aviation," part of Ford Motor Company's 100th Anniversary Celebration. Planes included two all-metal Ford Tri-Motors – which helped revolutionize aviation technology in the 1920s and enabled Ford to become the leading manufacturer of commercial aircraft – a Travel Air 6000, Stinson Tri-Motor, and Stinson Reliant. Also on display was the Ford Flivver, Henry Ford's early attempt to develop personal airplanes for everyday use.

Officials of the Kalamazoo Aviation History Museum (Air Zoo) have broken ground on a new 106,000 square-foot facility. When it opens in April 2004, the new Air Zoo will offer the kind of virtual-reality and simulation attractions found at Disney World and other theme-based parks. The facility will also offer two indoor rides targeted for children as well as an expanded collection of vintage and modern aircraft. The museum is expected to attract at least 350,000 visitors each year. \$20 million in private funds is being spent to construct the new facility.

A former United Airlines pilot and executive has been named dean of the Western Michigan University College of Aviation. Rick Maloney, who retired earlier this year as United's vice president for flight operations and system chief pilot, assumed leadership of WMU's renowned aviation programs in July. Maloney began his career with United as a line pilot in 1979. At the time of his retirement he was responsible for United's 10,500 pilots and nine flight centers. At WMU he will oversee the college's three degree programs with nearly 1000 students. The college's aviation facility is located at the W.K. Kellogg airport in Battle Creek and features a fleet of 60 aircraft as well as several flight simulation devices, including a Boeing 737 type.

In related news, officials at the WMU College of Aviation have announced a new accelerated pilot training course. The Certified Accelerated Training Program (CAPT) was created when the college merged its international training program with the larger domestic training program. Students who select this option will progress from zero flight time through commercial, instrument, and multiengine certification in about 14 months. The program is open to both those with degrees and those who wish to work concurrently toward a bachelor's degree. Additional information about all WMU aviation programs can be found online at [www.wmich.edu/aviation](http://www.wmich.edu/aviation).

## AVIATION FUEL SEMINAR For Airport Managers and Fuel Service Personnel

**Monday & Tuesday, November 3-4, 2003**

**8:00 a.m. - 5:00 p.m.**

**Aeronautics Building, 2700 E. Airport Service Drive  
Lansing, MI 48906**

**Sponsored By:** Air BP Aviation Services and  
Michigan Department of Transportation, Airports Division

**Contact MDOT:** Randy Coller 517-335-8521 / [collerr@michigan.gov](mailto:collerr@michigan.gov) or **Air BP:** Tim Lewis 888-633-4334 / [tlewis@airbpaaviation.com](mailto:tlewis@airbpaaviation.com)

### Topics

- Line Service Training ● Fuel Distillation and Specifications
- Fuel Distribution ● Fuel Quality Control Field Testing
- Documentation ● Influence Stills (Supervising Techniques)
- FAA Approved Part 139 Fire Training
- Fuel Farm Preventive Maintenance ● Hands-On Training

**ADMISSION IS FREE!**



• **Alice J. Gustafson: Aeronautics Commissioner, Business Leader & Philanthropist of Lake Angelus died on March 25, 2003.**

Alice was a long-serving member of the Michigan Aeronautics Commission, serving two terms as its chairperson. She was originally appointed to the Commission in 1991 by Governor John Engler and was a current member at the time of her death. Alice was a pilot and aircraft owner as well as a strong advocate for aviation in Michigan. She was a successful business leader as Chairperson and Chief Executive

Officer of Hubert Distributors, Inc., where she began her career as a file clerk in 1947. Her achievements and contributions to her community were numerous. She was the first woman chair of the Michigan Beer and Wine Wholesalers Association and the first woman member and chair of the Pontiac Rotary Club. Her philanthropic activities were also extensive. She established a grant to build the Shotwell-Gustafson Pavillion at Oakland University and was a major donor for the St. Joseph Mercy Hospital ambulatory care center, which was named in her honor. She is survived by her husband of 27 years, Robert Gustafson.

**Jennifer Granholm, Governor**  
**MICHIGAN AERONAUTICS COMMISSION**

**Fred Rakunas**, Chair - Eastport  
**Sidney Adams, Jr.**, ViceChair - Battle Creek  
**Alice J. Gustafson**, Pontiac  
**Lowell E. Kraft**, Pigeon  
**Dean Greenblatt**, White Lake  
**Gloria Jeff**, Director  
 Michigan Department of Transportation  
**Capt. John Ort**  
 Michigan State Police  
**Brigadier General Kencil Heaton**  
 Michigan Department of Military Affairs  
**Guy Gordon**  
 Michigan Department of Natural Resources  
**Rob Abent**, Director  
 Michigan Aeronautics Commission  
**Barbara Burris**  
 Executive Assistant to the Commission  
**Thomas Krashen** - Editor  
**Randy Debler** - Graphic Designer

## AIRCRAFT REGISTRATION FACTS & TIPS

- Be sure your aircraft is registered with the Michigan Department of Transportation (MDOT), Multi-Modal Transportation Services Bureau, Airports Division if based in Michigan for 90 days or more. All fees are used for airport improvements and safety measures.
- In order to receive aircraft registrations, renewal notices, airport directories, and aeronautical charts, your mailing address must be current with the FAA pilot registry (check your listing with [www.faa.gov](http://www.faa.gov)) and the MDOT Multi-Modal Transportation Services Bureau, Airports Division (send changes to [MDOTaircraftReg@michigan.gov](mailto:MDOTaircraftReg@michigan.gov)).
- Aircraft registrations cover the period January through December of each year. Registration invoices will be mailed the first week of November 2003 for the 2004 registration year. If you do not receive a renewal notice by the end of November, call 517-335-9719 or send an email to [MDOTaircraftreg@michigan.gov](mailto:MDOTaircraftreg@michigan.gov).
- It is important to send in transfer of ownership information, which includes the name and address of the purchaser. Do not simply write "sold" on the transfer slip.
- Decals will accompany the aircraft registrations for the 2004 registration year. The decal number assigned to your aircraft will be added to the information on your aircraft registration.
- There is a \$50 penalty, with an additional \$5 per month late fee added for registrations paid after the due date.
- Keep it simple: notify us promptly of a change of address and/or purchase or sale of an aircraft and include all relevant information.



OFFICIAL PUBLICATION, MDOT Multi-Modal Transportation Services Bureau  
 2700 E. Airport Service Drive Lansing, Michigan 48906-2160 / Telephone: 517-335-9283

**PRSRTD STD**  
 U.S. POSTAGE  
**PAID**  
 Lansing, Michigan  
 Permit No. 1200